

DRAFT

2004

REGIONAL **T**RANSPORTATION **I**MPROVEMENT **P**ROGRAM

(FISCAL YEAR 2004/05-2009/10)

EXECUTIVE SUMMARY

(Volume I of III)

June 2004



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EXECUTIVE SUMMARY

INTRODUCTION

This report is a summary of the Draft 2004 Regional Transportation Improvement Program (RTIP) for the SCAG region. SCAG comprises the six counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The Draft 2004 RTIP is a capital listing of all transportation projects proposed over a six-year period, Fiscal Years (FY) 2004/05 – 2009/10. This listing identifies specific funding sources and funding amounts for each project. Projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, etc.

The RTIP must include all transportation projects that require federal funding, as well as all regionally significant transportation projects for which federal approval (Federal Highway Administration or Federal Transit Administration) is required, regardless of funding source. The RTIP projects are consistent with the 2004 Regional Transportation Plan (RTP), which was adopted by SCAG on April 1, 2004. The RTIP is developed to implement the programs and projects in the RTP.

2004 RTIP

The 2004 RTIP programs a total of \$19 billion for implementing transportation projects within the next six fiscal years (FY 2004/05 – 2009/10). All projects incorporated into the 2004 RTIP are consistent with the current RTP policies, programs, and projects.

The 2004 RTIP was developed in compliance with state and federal requirements. County Transportation Commissions have the responsibility under State law of proposing county projects, using the current RTP's policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects were forwarded to SCAG for review. From this list, SCAG developed the 2004 RTIP based on consistency with the current RTP, inter-county connectivity, and financial constraint and conformity satisfaction.

The 2004 RTIP implements the 2004 RTP. Upon approval by the federal agencies, the 2004 RTIP will replace the current operating RTIP. There must be a new federally approved and conforming RTIP by October 4, 2004, which is when the Federal Statewide Transportation Improvement Program (FSTIP) expires. The 2004 RTIP is consistent with the 2004 State Transportation Improvement Program (STIP) cycle and incorporates the SCAG portion of the 2004 STIP.

The RTIP identifies a number of current issues that have impacted the SCAG Region's programming capacity. The 2004 State Transportation Improvement Program (STIP) Fund Estimate has necessitated the re-scheduling of projects previously programmed for delivery over

the next three years to over the next five years. Should re-scheduling issues continue, the Region's ability to implement the projects contained in the RTIP and RTP—particularly the Transportation Control Measures—within the appropriate time frame may be in greater jeopardy. With the ozone attainment demonstration date of 2010 only six years away, the Region cannot afford further delays. SCAG remains committed to addressing these challenges so that the regional program continues to be implemented in order to meet our transportation and air quality improvement goals. SCAG will continue working with its local, state, and federal partners to strengthen our funding sources and resolve these issues through the final adoption of the 2004 RTIP and for future RTIP/RTP updates.

FEDERAL TRANSPORTATION FUNDING - REAUTHORIZATION

Established by Congress in 1991 with the Intermodal Surface Transportation Efficiency Act (ISTEA) and renewed in 1998 through the Transportation Equity Act for the 21st Century (TEA-21), TEA-3 is the third iteration of the federal surface transportation vision. TEA-3 will have a significant impact on the availability of transportation funding in the SCAG Region.

On May 14, 2003, President Bush released his reauthorization proposal known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 or (SAFETEA) at a funding level of \$247 billion over six years – later modified by the President's FY2005 Budget to \$256 billion.

Although the reauthorization debates will continue during Conference – influencing final funding levels and programmatic provisions for both California and the SCAG region, the 2004 RTIP assumes passage of the federal surface transportation reauthorization bill at levels relatively commensurate with historical totals adjusted for conservative growth annually. Actual target and programming levels for the Local Surface Transportation Program (LSTP) and the Congestion Mitigation Air Quality (CMAQ) program are based upon the estimated distribution of funds provided in the April 2, 2004 letter from Caltrans to Metropolitan Planning Organizations.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FUND ESTIMATE

The 2004 RTIP for the SCAG Region is consistent with the 2004 STIP Fund Estimate, as approved by the California Transportation Commission (CTC) on December 11, 2003. Accordingly, the 2004 STIP programming target for the SCAG Region over the five-year timeframe (FY2004/5 through FY2008/9) totals \$1.4 billion. With the decline in expected revenues severely restricting the state's ability to fund new capital programs/projects, the 2004 STIP reflects the rescheduling of projects already programmed for delivery over the next three years to over the next five years

The CTC also programs the State Highway Operations and Protection Plan (SHOPP), which covers operations and maintenance on the state highway system and freeways.

FY 2004/2005 STATE BUDGET

SCAG recognizes that the final resolution of the FY2004/5 State Budget could further impact the 2004 STIP Fund Estimate. Although the administration's recently released May Revision substantially modifies both the Mid-Year and Budget Year proposals affecting transportation programs, the 2004 RTIP reflects cautious optimism in the programming of revenue sources potentially affected by the final state budget decisions.

COMPARISON OF THE STATE AND FEDERAL TIPs

The STIP is the State's compilation of all state and federally funded transportation projects. It is composed of all projects funded out of the State Highway Account, which is divided into several parts, including state priorities on interstate facilities, safety and maintenance, bridge replacements, rail, aeronautics, etc. In addition, a portion is divided into regional and inter-regional improvements. It is made up of the 75 percent regional improvement projects which are nominated by local and regional agencies and the 25 percent Inter-regional Transportation Improvement Program (ITIP).

The Draft 2004 RTIP is SCAG's compilation of state, federal, and local funded transportation projects. In addition to projects identified in the STIP, the RTIP includes federal Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Program (STP) funds, other federal funds and projects entirely funded out of local and private funds.

CONFORMITY AND THE DRAFT 2004 RTIP

Federal transportation and air quality regulations are outlined in the Transportation Equity Act for the Twenty-first Century (TEA-21) and the Federal Clean Air Act (CAA). TEA-21 authorizes federal funding for highway, highway safety, transit, and other surface transportation programs. The CAA establishes air quality standards for various health-hazardous pollutants. The U.S. Environmental Protection Agency (EPA) designates "non-attainment" areas that have not met CAA health standards for one or more of these pollutants. The California Air Resources Board, with the cooperation of federal, state, and local agencies including SCAG, develops State Implementation Plans (SIPs) that set forth the goals and objectives for achieving CAA air quality standards. The CAA requires that transportation plans, programs, and projects in non-attainment or maintenance areas that are funded or approved by the Federal Highway Administration (FHWA) or Federal Transit Agency (FTA) be in "conformity" with the SIPs through the process described in the EPA's Transportation Conformity Rule.

The RTIP conformity analysis follows the specific requirements for making conformity determinations for transportation plans and programs as presented in the EPA's Transportation Conformity Rule. With the exception of the eastern part of Riverside County—a less populated

area—the rest of the SCAG region is in one or more federal non-attainment or maintenance areas. Therefore, the RTIP is subject to compliance with the federal conformity requirements.

All federal and state projects included in the RTIP, as well as regionally significant non-federal projects with clear funding commitments, have been analyzed for conformity.

Non-attainment /Maintenance Areas and Timeframes

The boundaries of the federal non-attainment/maintenance areas (and their respective attainment years for compliance) in the SCAG region are as follows:

- ◆ SCAB – The entire basin is a non-attainment or maintenance area for the following pollutants: CO [2000]; 1-hour ozone [2010]; NO₂ [1995]; and PM₁₀ [2006].
- ◆ Ventura County Portion of SCCAB – The entire county is a non-attainment area for 1-hour ozone [2005].
- ◆ Antelope Valley Portion of MDAB – The entire desert portion of Los Angeles County (known as Antelope Valley) is a non-attainment area for 1-hour ozone [2007].
- ◆ San Bernardino County Portion of MDAB
 1. With the exception of the northern and eastern parts of the County, the rest is a non-attainment area for 1-hour ozone [2007].
 2. Searles Valley (situated in the northwest part of the County) is non-attainment for PM₁₀ [1994].
 3. San Bernardino County (excluding the Searles Valley area) within the MDAB is a non-attainment area for PM₁₀ [2003].
- ◆ Riverside County Portion of SSAB – The entire Riverside County portion of SSAB (Coachella Valley) is a non-attainment area for the following pollutants: 1-hour ozone [2007]; PM₁₀ [2006].
- ◆ Note: The 1-hour ozone non-attainment area known as the Southeast Desert Modified area is composed of the three contiguous pieces:
 1. The Antelope Valley portion of MDAB
 2. The San Bernardino County portion of MDAB
 3. The Coachella Valley portion of SSAB
- ◆ Imperial County Portion of SSAB – The entire Imperial County portion of SSAB is designated as the 1-hour ozone transitional area.

With the exception of a small area in the eastern part of Imperial County, the rest of the County is designated as PM₁₀ non-attainment area [1994]. On October 9, 2003, the 9th U.S. District Court in *Sierra Club v. EPA* ordered EPA to reclassify Imperial County to “Serious”. The federal, state, and local air agencies are working together to outline the Court requirements.

Eight-Hour Ozone Non-attainment Areas

On April 15, 2004, EPA announced the new non-attainment areas for the 8-hour ozone standard. The designation and classification were effective on June 15, 2004. The 8-hour ozone attainment years are between 2007 and 2021.

The SCAG region has five 8-hour ozone non-attainment areas and the overall boundaries for both one-hour and 8-hour ozone standards are the same. SCAG's new 8-hour ozone non-attainment areas and their classifications and maximum attainment dates are listed in the following table:

**SCAG Region
8-hour Ozone Non-attainment Areas**

Non-attainment Area	Classification	Maximum Attainment Date
South Coast Air Basin (SCAB)	Severe-17	2021
Coachella Valley – Salton Sea Air Basin (SSAB)	Serious	2013
Western portion of Mojave Desert Air Basin (MDAB) [San Bernardino County and Antelope Valley]	Moderate	2010
Ventura County – South Central Coast Air Basin (SCCAB)	Moderate	2010
Imperial County (SSAB)	Marginal	2007

The air districts and California Air Resources Board (ARB) will have three years, until 2007, to submit the new Ozone Air Quality Management Plans (AQMPs)/State Implementation Plans (SIPs) to EPA.

State Implementation Plans (SIPs) and Emissions Budgets

The 2004 RTIP must conform to the applicable SIPs in emissions budgets and Transportation Control Measures [TCMs]. The March 1999 Court ruling (*Sierra Club v. EPA*) mandated that a conformity finding must be based on the emissions budgets approved or found adequate by EPA. The applicable TCMs are those approved by EPA.

EPA's Transportation Conformity Rule requires SCAG to use the latest planning assumptions and latest emissions model for its conformity determination. The 2003 and 2004 SIPs are based on

the 2003 or 2004 Air Quality Management Plans (AQMPs) that were prepared by the respective air district in association with ARB and SCAG. For the 2004 RTIP conformity determination, the applicable emissions budgets and TCMs are established in the SIPs below:

SIPS for the SCAB area: The 2003 AQMPs/SIPS for 1-hour ozone, carbon monoxide (CO), nitrogen dioxide, and PM₁₀ (particulate matter less than 10 microns in size) were approved by the South Coast Air Quality Management District (SCAQMD) and ARB on August 1, 2003 and October 23, 2003 respectively. EPA's adequacy finding on the emissions budgets for conformity determination in the SCAB area was published in the Federal Register Vol. 69, No. 58 on Thursday, March 25, 2004.

1-hour Ozone SIP for the Southeast Desert Modified area: The area comprises three areas: the Antelope Valley portion of MDAB, the San Bernardino County portion of MDAB, and the Coachella Valley portion of SSAB. Each area provides its data to ARB, and it is the responsibility of ARB to provide a single set of emission budgets (Ozone SIP). On May 4, 2004, ARB submitted the new ozone SIP to EPA for final action. EPA's adequacy finding on the emissions budgets for conformity determination was published in the Federal Register Vol. 69, No. 104 on Friday, May 28, 2004.

1-hour Ozone SIP for the Ventura County portion of SCCAB: The Ventura County Air Pollution Control District (VCAPCD) adopted the 2004 Ozone AQMP (new emissions budgets). On April 21, 2004, ARB submitted the new Ozone SIP to EPA for final action. EPA's adequacy finding on the emissions budget for conformity determination was published in Federal Register Vol. 69, No. 58 on Friday, May 28, 2004.

PM₁₀ SIP for the Coachella Valley portion of SSAB: The emissions budgets established in the 2003 PM₁₀ SIP function as the applicable emissions budgets for conformity analysis. The new emissions budgets were approved by SCAQMD and ARB on August 1, 2003 and October 23, 2003 respectively. EPA's adequacy finding on the emissions budgets for conformity determination in the Coachella Valley PM₁₀ area was published in Federal Register Vol. 69, No. 58 on Friday, May 28, 2004.

There are no SIPs for the other federal non-attainment/maintenance areas in the SCAG region. In the absence of the applicable emissions budgets for conformity, SCAG has to conduct a build/no-build test for regional emissions analysis of the 2004 RTIP. The following areas are subject to the build/no-build tests:

- ◆ Imperial County (SSAB): the PM₁₀ and Ozone non-attainment areas
- ◆ San Bernardino County (MDAB): the PM₁₀ non-attainment area
- ◆ Searles Valley area (MDAB): the PM₁₀ non-attainment area

On October 9, 2003, the 9th U.S. District Court in *Sierra Club v. EPA* ordered EPA to reclassify Imperial County to "Serious". The federal, state, and local air agencies are working together to outline the Court requirements. In the absence of any emissions budgets, SCAG conducts its regional emissions analysis for conformity finding based on the build/no-build test.

Required Transportation Conformity Tests

Under the U.S. DOT – Metropolitan Planning Regulations and EPA's Transportation Conformity Rule, SCAG's Draft 2004 RTIP needs to pass the following five tests:

1. Consistency with SCAG's RTP
2. Regional Emission Analysis
3. Timely Implementation of TCMs Analysis
4. Financial Constraint Analysis
5. Interagency Consultation and Public Involvement Analysis

Conformity Analysis and Findings

Consistency with SCAG's RTP

Finding: SCAG's Draft 2004 RTIP project listing is consistent with the 2004 RTP projects, programs and policies.

Regional Emissions Analyses

Finding: SCAG's Draft 2004 RTIP regional emissions are consistent with the applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB (1-hr Ozone, CO, NO₂, and PM₁₀), Ventura County 1-hr Ozone, Southeast Desert 1-hr Ozone, and Coachella Valley PM₁₀.

Finding: SCAG's Draft 2004 RTIP regional emissions (build scenarios) are less than no-build scenarios for all milestone, attainment, and planning horizon years for the PM₁₀ areas in the Imperial County portion of SSAB and the San Bernardino County portion of MDAB.

Finding: SCAG's Draft 2004 RTIP regional emissions (build scenarios) are less than no-build scenarios for all milestone, attainment, and planning horizon years for the ozone area in the Imperial County portion of SSAB.

Searles Valley Area - The Searles Valley planning area is situated in the northwest part of San Bernardino County and is not a populated area. The area is designated as the federal non-attainment area for PM₁₀. This area is a part of the Mojave Desert Air Basin (MDAB). There are no proposed projects or programs in the 2004 RTP/RTIP for transportation improvements in the Searles Valley area. Therefore, there are no differences between emissions in the build and no-build scenarios.

See Summary of the regional emissions analysis in this section

Timely Implementation of TCMs Analysis

Finding: the TCM1 project categories listed in the 1997 (as amended in 1999) Ozone SIP for the SCAB area were given funding priority and are on schedule for implementation in the Draft 2004 RTIP.

Finding: the TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP for the VC/SCCAB were given funding priority and are on schedule for implementation in the Draft 2004 RTIP.

Financial Constraint Analysis

Finding: the Draft 2004 RTIP is financially constrained for the respective fiscal years.

Interagency Consultation and Public Involvement Analysis

This part will be completed in the final 2004 RTIP.

For more information on conformity requirements, analysis, and finding; see Volume II of III, Technical Appendix of the Draft 2004 RTIP.

Summary of Regional Emissions Analysis

The following tables are a summary of the federally required emissions analysis by air basin/non-attainment area for conformity finding of the Draft 2004 RTIP:

South Coast Air Basin (SCAB)

Ozone Emissions Analysis (tons/day) SCAB - Summer Temperatures						
Ozone Precursor		2005	2008	2010	2020	2030
ROG (VOC)	Budget	263.000	216.000	155.000	155.000	155.000
	Draft 2004 RTIP	258.645	212.754	151.250	107.458	73.127
NO _x	Budget	546.000	464.000	352.000	352.000	352.000
	Draft 2004 RTIP	543.617	453.749	349.205	184.411	120.829

Regional emissions budget generated using EMFAC 2002. To pass, RTIP emissions must be equal to or less than budget [2010 – attainment year]

Nitrogen Dioxide (NO ₂) Emissions Analysis (tons/day)					
SCAB - Winter Temperatures					
NO2 Precursor		2005	2010	2020	2030
NO _x	Budget	686.000	686.000	686.000	686.000
	Draft 2004 RTIP	615.150	448.728	205.751	132.980

Regional emissions generated using EMFAC 2002. To pass, RTIP emissions must be equal to or less than budget. [1995 - attainment year]

Carbon Monoxide (CO) Emissions Analysis (tons/day)				
SCAB - Winter Temperatures				
CO	2005	2010	2020	2030
Budget	3,361.00	3,361.00	3,361.00	3,361.00
Draft 2004 RTIP	2,599.563	1,809.119	861.870	529.810

Regional emissions generated using EMFAC 2002. To pass, RTIP emissions must be equal to or less than budget. [2000 – attainment year]

Particulate Matter (PM ₁₀) Emissions Analysis (tons/day)					
SCAB - Annual Average Temperatures					
PM ₁₀ Precursor		2006	2010	2020	2030
ROG (VOC)	Budget	251.000	251.000	251.000	251.000
	Draft 2004 RTIP	245.489	188.955	106.671	72.495
NOx	Budget	549.000	549.000	549.000	549.000
	Draft 2004 RTIP	535.147	417.906	192.882	125.738
Primary (PM)	Budget	166.000	166.000	166.000	166.000
	Draft 2004 RTIP	165.673	163.003	161.225	163.911

Regional emissions generated using EMFAC 2002. To pass, RTIP emissions must be equal to or less than budget. [2006 – attainment year]

Ventura County - South Central Coast Air Basin (VC/SCCAB)

Ozone (tons/day)					
Summer Temperatures					
SCCAB-Ventura County					
Ozone Precursors		2005	2010	2020	2030
ROG (VOC)	Budget	14.300	14.300	14.300	14.300
	Draft 2004 RTIP	14.230	10.680	6.170	4.160
NO _x	Budget	21.400	21.400	21.400	21.400
	Draft 2004 RTIP	21.280	15.170	6.830	4.350

Regional emissions generated using EMFAC 2002. To pass, RTIP emissions must be equal to or less than budget. [2005 – attainment year]

Mojave Desert Air Basin (MDAB)

Particulate Matter (PM ₁₀) Emissions Analysis (tons/day) Annual Average Temperatures MDAB San Bernardino County (excluding Searles Valley)				
Particulate Matter (PM ₁₀)	2005	2010	2020	2030
Build (Plan)	7.837	8.844	10.836	12.987
No-build (Baseline)	7.875	9.067	10.966	13.264

Regional emissions generated using EMFAC 2002. To pass, build emission must be less than no-build (baseline) – [2000 – attainment year]

Southeast Desert Modified Area

Mojave Desert Air Basin / Salton Sea Air Basin (MDAB/SSAB)

Ozone (tons/day) Summer Temperatures MDAB/SSAB *						
Ozone Precursor		2005	2007	2010	2020	2030
ROG	Budget	26.500	23.200	23.200	23.200	23.200
	Draft 2004 RTIP	23.110	20.362	16.690	9.944	8.168
NO _x	Budget	68.300	63.200	63.200	63.200	63.200
	Draft 2004 RTIP	64.528	59.624	51.075	24.193	17.479

Regional emissions generated using EMFAC 2002. To pass, RTIP emissions must be equal or less than budget. [2007 – attainment year]

Note (*): This federally designated Ozone non-attainment area covers three separate but contiguous areas: The Antelope Valley portion of MDAB, the San Bernardino County portion of MDAB, and the Coachella Valley portion of SSAB. The conformity analyses for NO_x and ROG are based on comparing SCAG's regional transportation emissions with a single set of the emissions budgets for all three parts provided to SCAG by ARB.

Salton Sea Air Basin (SSAB)

Particulate Matter (PM ₁₀) Emissions Analysis (tons/day) Annual Average Temperatures SSAB - Riverside County (Coachella Valley)				
PM ₁₀	2006	2010	2020	2030
Budget	10.900	10.900	10.900	10.900
Draft 2004 RTIP	9.099	9.446	10.056	10.677

Regional emissions generated using EMFAC 2002. To pass, RTIP emissions must be equal to or less than budget. [2006 – attainment year]

Ozone Emissions Analysis (tons/day) Summer Temperatures SSAB - Imperial County					
Ozone Precursor		2005	2010	2020	2030
ROG (VOC)	Build (RTIP/Plan)	8.845	7.220	5.610	5.690
	No-build	8.856	7.240	5.620	5.710
NO _x	Build (RTIP/Plan)	12.720	11.790	8.880	7.790
	No-build	12.722	11.791	8.890	7.820

Regional emissions generated using EMFAC 2002. To pass, in the marginal and below ozone non-attainment areas, the conformity demonstration is by using either build/no-build test or no greater than 1990 test. In a build/no-build test, the first analysis year must be no more than five years beyond the year in which the conformity determination is being made [Section 93.119 (e)]

Particulate Matter (PM ₁₀) Emissions Analysis (tons/day) Annual Average Temperatures Imperial County					
PM10		2005	2010	2020	2030
Build (RTIP/Plan)		5.574	6.334	7.798	9.610
No-build		5.716	6.451	8.432	10.393

Regional emissions generated using EMFAC 2002. To pass, build emission must be less than no-build. In build/no-build test, the first analysis year must be no more than five years beyond the year in which the conformity determination is being made [Section 93.119 (e)]

Searles Valley Area

The Searles Valley planning area is situated in the northwest part of San Bernardino County and is not a populated area. The area is designated as the federal non-attainment area for PM₁₀. This area is a part of the Mojave Desert Air Basin (MDAB).

There are no proposed projects or programs in the 2004 RTP/RTIP for transportation improvements in the Searles Valley area. The projects population changes are insignificant during the 2004 RTP timeframe (including the RTIP period), between 2004 and 2030. Therefore, there are no differences between emissions in the build and no-build scenarios. Also, the future emissions are not less than the year 1990 emissions. The vehicle miles traveled (VMT) in this area is composed of the local traffic and the through traffic (Route 178, connecting Kern County through San Bernardino County to Inyo County). There is a very small increase in traffic, about 1.45% per decade, due to through traffic.

Construction-Related PM₁₀ Emissions

Section 93.122(d)(2) of the EPA Transportation Conformity Rule requires that in PM₁₀ non-attainment and maintenance areas (for which the SIPs identify construction-related fugitive dust

as a contributor to the area problem), the RTIP should conduct the construction-related fugitive PM₁₀ emission analysis. In the SCAG region, there are five PM₁₀ non-attainment areas:

- ◆ SCAB
- ◆ The Coachella Valley portion of SSAB
- ◆ The San Bernardino County portion (excluding Searles Valley) of the MDAB
- ◆ The Searles Valley portion of MDAB
- ◆ The Imperial County portion of SSAB

Of the above outlined non-attainment areas, only the first three areas are subject to the Transportation Conformity Rule requirements.

The 2003 PM₁₀ SIPs/AQMPs emissions budgets for SCAB and the Coachella Valley portion of SSAB include the construction and unpaved-road emissions. The Draft 2004 RTIP PM₁₀ regional emissions analysis includes the construction and unpaved road emissions for all three areas (SCAB, Coachella Valley and San Bernardino County) for conformity finding.

FINANCIAL PLAN

The Draft 2004 RTIP must include a financial plan that fully identifies estimated revenues available to meet annual programming levels. As per Title 23 USC Section 134(h) and CFR 450.324 (e), SCAG's Draft 2004 RTIP demonstrates financial constraint by identifying all transportation funds available, including federal, state, and local sources, to meet programming needs.

The financial plan also demonstrates compliance with federal requirements limiting the programming of projects for the first two years of the RTIP to those for which funds are "available or committed." The RTIP is consistent with funding reasonably expected to be available for the fiscal years adopted.

SCAG is also responsible for making the following determinations:

- ◆ The 2004 RTIP is consistent with the Fund Estimate adopted by the California Transportation Commission (December 11, 2003) as required by the California Government Code, Section 14527.
- ◆ The 2004 RTIP is consistent with the adopted 2004 RTP (April 1, 2004), as required by the California Government Code, Section 65080.

SCAG recognizes that the final resolution of the FY 2004/5 State Budget could further impact the Fund Estimate, and the Draft 2004 RTIP reflects cautious optimism in the programming of revenue sources potentially affected by the final state budget decisions. The SCAG region is programming unallocated Traffic Congestion Relief Fund (TCRF) in the third year of the RTIP (FY 2006/7) and beyond.

Additionally, the RTIP assumes passage of the federal surface transportation reauthorization bill. Programming levels for the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation Air Quality (CMAQ) programs are based upon the estimated distribution of funds provided in the April 2, 2004 letter from Caltrans to the Metropolitan Planning Organizations (MPOs).

The Draft 2004 RTIP is fiscally constrained by year as required by TEA-21. Per State Assembly Bill 1246 (AB 1246), County Transportation Commissions within the SCAG region have certain responsibilities for short-range planning and programming, including responsibility for the development of County Transportation Improvement Programs. One requirement of the Financial Plan for the RTIP is a re-certification by SCAG that each County Transportation Commission and IVAG has the resources to implement the projects in their County Transportation Improvement Programs. SCAG has received final resolutions from each County Transportation Commission and IVAG certifying fiscal constraint.

The Draft 2004 RTIP contains projects and programs totaling approximately \$19.2 billion over the next six years. Exhibit 1 is a summary of fund sources categorized as federal, state, or local sources. Exhibit 1 and its accompanying pie chart illustrate that 47.1 percent of the total \$19.2 billion is from federal funds, 7.8 percent is from state funds, and 45.2 percent is from local funds.

Exhibit 1
Summary of 2004 RTIP by Funding Source
(in 000's)

	FEDERAL	STATE	LOCAL	TOTAL
2004/05	\$3,479,438	\$427,629	\$3,561,299	\$7,468,366
2005/06	1,385,502	195,222	1,595,233	3,175,957
2006/07	1,416,061	589,134	896,623	\$2,901,818
2007/08	1,119,804	174,489	937,290	2,231,583
2008/09	795,019	56,899	915,754	1,767,672
2009/10	659,233	23,183	792,430	1,474,846
TOTAL	\$8,855,057	1,466,556	8,698,630	\$19,020,243
% of				
Total	47.1%	7.8%	45.2%	100.0%

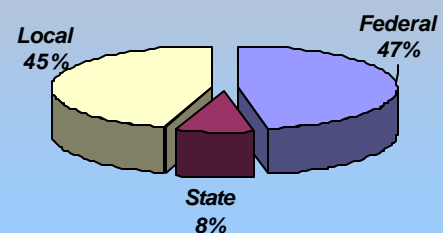
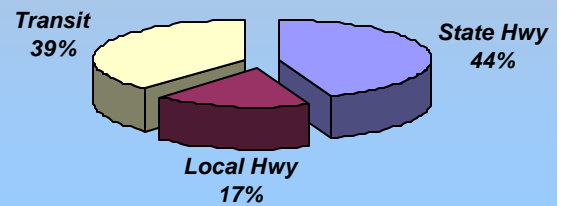


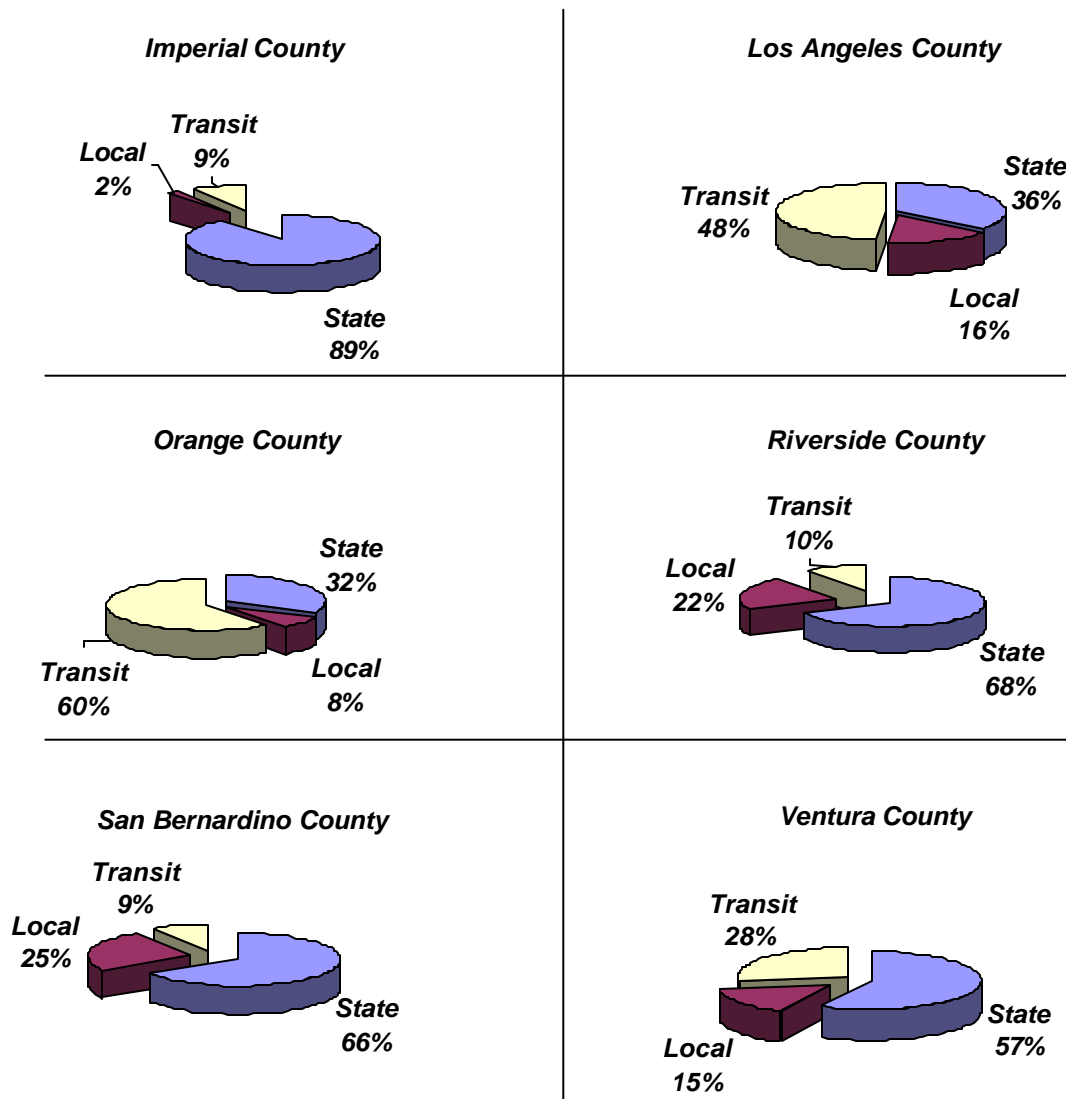
Exhibit 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Exhibit 2 and its accompanying pie chart illustrate that 44.6 percent of the total \$19.2 billion in the RTIP is programmed in the State Highway Program, 16.7 percent in the Local Highway Program, and 38.7 percent in the Transit (including rail) program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2004 RTIP).

Exhibit 2
Summary of 2004 RTIP by All Programs
(in 000's)

	STATE HIGHWAY	LOCAL HIGHWAY	TRANSIT (includes rail)	TOTAL
2004/05	\$3,973,754	1,263,384	2,231,228	\$7,468,366
2005/06	1,355,404	443,610	1,376,943	3,175,957
2006/07	1,506,132	366,176	1,029,510	\$2,901,818
2007/08	580,610	461,463	1,189,510	2,231,583
2008/09	455,394	245,935	1,066,343	1,767,672
2009/10	468,712	437,815	568,319	1,474,846
Total	\$8,340,006	3,218,383	7,461,853	\$19,020,243
% of Total	44.6%	16.7%	38.7%	100.0%



The six pie charts below summarize the funds programmed in the 2004 RTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.



INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

SCAG working closely with the County Transportation Commissions, IVAG, Caltrans, CTC, FHWA, FTA, South Coast Air Quality Management District (SCAQMD), Ventura County Air Pollution Control District (APCD), Mojave Desert AQMD, Imperial County APCD, Antelope Valley Air Quality Management District (AVAQMD), ARB, EPA, and all transit operators in the SCAG region developed the 2004 RTIP. In addition, the Transportation Conformity Working Group, the Modeling Task Force and the Regional Transportation Agencies Coalition (RTAC) functioned as part of the interagency consultation on all related matters.

EPA and USDOT assisted in the interpretation of the Transportation Conformity Rule and TEA-21 requirements to ensure that SCAG's analysis fulfills the conformity requirements. ARB and Caltrans assisted in providing the latest model assumptions. The County Transportation Commissions, IVAG, Caltrans (Districts 7, 8, 11, and 12), and the CTC assisted in providing additional detail on the design concept and scope of federally and non-federally funded projects in the RTIP. They also compiled information from local jurisdictions to demonstrate timely implementation of TCMs in the applicable implementation plans. Transit operators provided their input into this process through their respective County Transportation Commissions and IVAG.

Seven public hearings are scheduled on the Draft 2004 RTIP throughout the SCAG region. The Draft 2004 RTIP is available at the SCAG offices, on the SCAG website at www.scag.ca.gov, and at 47 libraries throughout the six-county region (library listing posted on SCAG website).